


[PRICE \$2] PER MONTH

NEW ADVERTISEMENTS

THEATRE  ROYAL
CITY HALL.

**THE AMERICAN MUSICAL COM-
AND OPERA COMPANY.**

DIRECTORS: MESSRS. P. W. WILLIAMS
AND JOHN P. SHERIDAN.

THIS (MONDAY) EVENING,
3RD DECEMBER, 1888.

Plaquette's Charming Comio Opera.
"LES CLOUCHES DE CORNEVILLE."

CAST OF CHARACTERS:

| | |
|---------------------------------------|------------------|
| Henri (Marquis de Cornu- ville) | Mr. H. M. IMANO |
| Jean Greuchoux (A Fish- man) | C. FIBBER |
| The Bailie | A. SUTCH |
| Gobe | PHIL. R. |
| Notary | W. HASSER |
| Old GASPARD (A Miser) | JOHN P. SHERIDAN |
| Sarpolotte (The good-for- nothing) | Miss G. WHITE |
| Gertrude | (Village) |
| Suzanne | (Maid) |
| Nanette | (Maid) |

First Appearance of
Miss MAUDIE HARRIS as "GERMAINE."
(The Lost Marchioness).

NOTICE!!

Performances this week—
TO-NIGHT (MONDAY) WEDNESDAY
SATURDAY!

WEDNESDAY, December 5th,
COMPLIMENTARY BENEFIT
TO MR. H. M. IMANO.

Two Acts of
"BOHEMIAN GIRL,"
One Act of
"MARI'ANA,"
-and-
"THE ROSE OF AUVERGNE."
Hongkong, 3rd December, 1888.

FOR-BANGKOK DIRECT.

THE Steamship

"ELSE,"
Captain John, will be despatched for
above Port TO-MORROW, the 4th instant
DAYLIGHT.

For Freight or Passage, apply to
GEO. R. STEVENS & CO.
Agents
Hongkong, 3rd December, 1888.

DOUGLAS STEAMSHIP COMPANY
LIMITED.

FOR SWATOW, AMOY, AND TA-
WANFOO.

THE Company's Steamship

"THALES,"
Captain Hunter, will be despatched for the
Ports, TO-MORROW, the 4th instant
DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAFLAIR &
General Managers.
Hongkong, 1st December, 1888.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through
for NINGPO, CHEFOO, NEWCHANG, TIENTSIN,
HANKOW, and PORTS on the YANGTZE.)

THE Company's Steamship

Captain Butler, will be despatched as above
 MORROW, the 4th instant, at DAYLIGHT
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents
 Hongkong, 1st December, 1888.

90 COMPAGNIE DES MESSENGERS
 MARITIMES
 PAQUEBOTS POSTE FRANCAIS
 Y. L. T. THE Company's Steamer
 AT
 FOR SHANGHAI KOBE, AND
 YOKOHAMA
 THE Company's Steamer

"NATAL".
 Captain Such, will be despatched for the
 Ports en or about FRIDAY, the 7th inst.
 G. DE CHAMPELAIN
 Agent.
 Hongkong, 3rd December, 1888.

NETHERLANDS INDIA STEAM NA-
 TION COMPANY, LIMITED
 FOR SINGAPORE, BATAVIA, SAM-
 BANG AND SOUBABAYA.
 THE Company's Chartered Steamship
 "ALMORA".
 Captain Hys, will be despatched as above
 about the 7th instant.
 For Freight or Passage, apply to
 JARDINE, MATTHEWSON & CO
 Agents.
 Hongkong, 1st December, 1888.

FROM ANTWERP, LONDON, PENANGA
AND SINGAPORE.

THE Steamship

"GLENFRUIT,"
having arrived from the above ports, Consign-
ees of Cargo by her are hereby informed that the
goods are being landed at their risk into the
warehouse of the General Manager, Messrs. J. &
WHARF and GONDOWN CO.-YAN, LIMITED,
at KOWLOON, whence delivery may be obtained
at the option of cargo to be forwarded unless the
to the contrary be given before Noon, of the
date of arrival.

Cargo remaining undelivered after the
instant will be subject to rent.

No Fire Insurance has been effected.
Insurances are requested to present any claim-
damages and/or shortages not later than the
15th instant, otherwise they will not be
allowed.

Bills of Lading will be countersigned by
JARDINE, MATHESON &
Agents.

Hongkong, 1st December, 1888.

TOY-CO-SIGNERS OF OPTONAL CARGO
EX O.S.S. CO'S S.S. "UTLYESS"
FROM LIVERPOOL.

SHIPPING ORDERS must be obtained from
Understrud not later than the 4th
for shipment per steamer "ANCHISEA".
BUTTERFIELD SWIRE, Agents,
Hongkong.

CONSIGNEES per Company's Steam
" ULYSSES"
are hereby notified that the Cargo in being
charged into Craft, and/or landed, at the
downs of the Undersigned; in both cases it
being Consigned to the Undersigned, who
will deliver for delivery from Craft or Godown on or
the 2nd December,
Goods undelivered after the 8th Decem-
ber will be subject to Rent. All damaged Goods
must be left in the Godowns where they were
received, and not to be removed until the 15th Decem-
ber at 12 o'clock at least.

BUTTERFIELD & SWIRE, Agents
Hongkong, 1st December, 1888.

WANTED ON MORTGAGE.

FOR FIVE YEARS, \$10,000, Interest at 8
per cent. per Annum.
Apply to
Care of this Office
Hongkong, 1st December, 1888.

INTIMATIONS.

1888. NOW READY. 1889.
THE CHRONICLE AND DIRECTORY
 FOR 1889.
 With which is incorporated
THE CHINA DIRECTORY
 (TWENTY-SIXTH ANNUAL ISSUE).
 COMPLETE, WITH APPENDIX, PLANS, &c., &c.
 Royal 8vo., pp. 1200, £5.00.
 SMALLER EDITION, 32mo., pp. 816, £3.00.

THE CHRONICLE AND DIRECTORY
 has been thoroughly revised and brought up
 to date, and is again much increased in bulk.

A. S. WATSON & Co., LIMITED.

WE HAVE JUST RECEIVED
 OUR FIRST SHIPMENT

OF
XMAS CONFECTIONERY,
 CONSISTING OF
CADBURY'S CHOCOLATE

AND
CHOCOLATE CREAMS
 IN
GREAT VARIETY.

ENGLISH AND AMERICAN
 SWEETS.

NOUGAT, SUGARED ALMONDS,
 AND
 FRENCH CONFECTIONERY,
 &c., &c.

THE HONGKONG DISPENSARY,
 HONGKONG.

Hongkong, 27th November, 1888.

NOTICE TO CORRESPONDENTS.

Communications on editorial matters should be
 addressed to "The Editor," and those on business "The
 Manager," and not to individuals by name.

Correspondents are requested to forward their names
 and addresses with communications addressed to the
 Editor, not for publication, but as evidence of good
 faith.

All letters for publication should be written on one
 side of the paper only.

Advertisements and Subscriptions which are not
 ordered for a fixed period will be continued until
 countermanded.

Orders for extra copies of the Daily Press should be
 sent before 11 a.m. on the day of publication.

After that time the supply is limited.

TELEPHONE NO. 12.

The Daily Press.

HONGKONG, DECEMBER 3RD, 1888.

THE November number of the *Nineteenth Century*,
 as we learn from late London papers
 brought on by the German mail, contains a
 numerously and influentially signed protest
 against the now prevalent system of competitive
 examinations. It would seem from the
 newspaper notices (the magazine itself
 has not yet arrived in the colony, we believe)
 that in addition to the formal protest there are
 three papers commenting on it written
 respectively by Professors MAX MILLER,
 FREEMAN, and HARRISON. The protest it-
 self is signed by some four hundred
 persons, comprising Peers, Members of
 Parliament, naval and military men, country
 gentlemen, extensive manufacturers,
 engineers, high school mistresses, clergymen,
 schoolmasters, learned ladies, medical men,
 fellows of learned societies, and persons of
 culture generally. The remonstrance ex-
 presses a wish to record their decided ob-
 jection to the dangerous mental pressure and
 misdirection of energies and aims which are
 to be found in nearly all parts of our present
 educational system. They contend that
 alike in public elementary schools, in schools
 of all grades and for all classes, and at the
 Universities, the same process continues to
 show themselves under different forms.
 Children are treated by managers and school-
 masters as suitable instruments for earning
 Government money; boys of the middle and
 richer classes are often trained for scholar-
 ships with little regard for the future as
 two-year-old horses are trained for races;
 and young men of real capacity at the
 Universities are led to believe that the
 main purpose of education is to enable
 them to win some great money prize or
 take some distinguished place in an exami-
 nation. This system, according to the re-
 monstrance, has on conspicuous result in
 the physical harm which is done to the over-
 crammed and over-examined youngsters, and
 is also attended by equally serious evils of
 a moral and intellectual kind, all education
 being reduced to a uniform and more or less
 mechanical type, and sordid considerations
 being given the first place in the pursuit
 of learning.

That the system of competitive examina-
 tions is attended by evils must be admitted,
 even by its warmest advocates, for the sim-
 ple reason that in this world absolute per-
 fection is impossible. We think, however,
 it will be a somewhat difficult task to show
 that the evils outweigh the good, or to
 elaborate a system which should produce
 better results. The remonstrance speaks of
 boys being trained for scholarship with
 little regard for the future as two-year-old
 horses are trained for races. This may be;
 but the philosophical justification for horse-
 racing is that its tendency is to improve
 the breed of horses. So do all outdoor sports
 tend to improve the physique of the human
 race, notwithstanding that they are some-
 times attended with injurious consequences
 to the individual from overtraining. On the
 cricket field, in rowing, and in all
 descriptions of athletics it is the desire
 to excel that is the prime motive of
 exertion. But the physical benefit of the
 exertion is not confined to those who succeed,
 but is shared equally by those who fail; and
 even those, by far the larger number, who
 never enter into active competition, have
 before them, in the performances of those
 who do, a standard by which to measure
 their own, and which, unconsciously it may
 be, stimulates many to useful endeavor.

WELLSINGTON said that Waterloo was won
 on the playing-fields of Eton.

If we grant the utility of the competitive
 system in the playing-fields of our
 public schools, why should the same
 system not be equally useful in the intel-
 lectual training of boys? It may be that
 the boy who wins a race may in after life
 turn out to be of inferior physique to some
 of the competitors he outstripped, and it
 may happen, as no doubt it often does, that
 the young man who succeeds in a competitive
 examination may not develop the same
 power as some of those who tried for the
 same appointment as himself and failed.

Occasional or even comparatively frequent
 victories of this kind are not sufficient to
 condemn the system, if it can be shown, as
 we think it can, that its general effects are
 good, and that it is on the whole better than
 the system it superseded and better than any
 system that has been proposed to take its
 place.

As a sample of the nonsense that is
 advanced in opposition to the competi-
 tive system let us take the following: The
Daily Telegraph commences an article on
 the subject by saying that "a distinguished
 and still-living ornament of the Judicial
 Bench is said to have confidentially imparted
 to a friend his firm conviction, that, were it
 necessary for him to select a minor appoint-
 ment in her Majesty's Customs, and to sub-
 mit to the preliminary test of competitive
 examination for a tide-water berth, he would
 infallibly be placed." Perhaps so, but prob-
 ably the distinguished and still-living orna-
 ment of the Judicial Bench would not have
 pleaded guilty to incapacity to prepare for
 such an examination with youth on his side.

Almost any elderly man would be beaten
 by boys in a school examination, in much
 the same way that a man who has to earn a
 living for himself and his family by manual
 labour might be beaten in a sprint race by
 his twelve-year-old son. The "disting-
 uished ornament," being one of the old
 school, would receive his call to the bar in
 consideration of his having eaten so many
 dinners, but his elevation to the bench was
 no doubt due to his having distinguished
 himself at the bar. Although it does not
 necessarily follow that the most successful
 barrister will make the most successful
 judge, still as a general rule it is found that
 such is the case. So in respect of every
 office, from the highest to the lowest; the
 man best fitted for it may be excluded by
 some incompatibility between his qualifications
 and the particular test imposed, but the
 competitive system at least excludes li-
 gious incapacity that used to be admitted
 under the system of patronage and nepotism
 and causes ability up to a certain standard.
 If a better system can be devised, well and
 good; but we maintain that the system,
 spite of its undeniable drawbacks, has exer-
 cised on the whole a highly beneficial
 influence on education generally, and has raised
 the intellectual standard of the men em-
 ployed in the public service.

The *Agence* informs us that the Austro-Hun-
 garian Lloyd's steamer *Berolina*, from Trieste,
 left Singapore on Friday for this port.

We understand that the Comptoir d'Escompte
 de Paris and the Messageries Maritimes will
 shortly remove to Desbassins Arcade.

The *Agence* informs us that the M. M. steamer
Natal, with the outward French mail, was
 to leave Saigon at one o'clock this morning.

The Pacific Mail steamer City of Peking will
 call at Amoy on her way up to Yokohama leaving
 at 1 p.m. instead of as previously advertised.

It is notified in the *Gazette* that the French
 and German Mail Steamers Ordinance, 1888,
 have received Her Majesty's confirmation and
 allowance.

The *Agence* (Messrs. Russell & Co.) inform
 us that the S. S. *St. Paul* is expected to
 leave Port Darwin for this port on Saturday,
 and is due here on the 10th.

The *Agence* (Messrs. Adamson, Bell & Co.)
 inform us that the C. P. steamer *Abyssinia*, from
 Vancouver, arrived at Yokohama on Friday,
 and was to sail for this port yesterday.

The blue funnel steamer *Agamemnon*, which
 left here on the 26th November for Japan, was
 grounded for a short time in the Inland Sea
 on her passage between Nagasaki and Yokohama.

We hear that during the last few days tele-
 grams have been received from the head offices
 of the principal local Fire Insurance Com-
 panies, doing business in the colony, directing
 an advance in the rates for Chinese risks.

It is notified in the *Gazette* that for the pre-
 sent year greater progress has been made
 in the laying of the new water main in
 the town, proposed new house connections
 with the mains will have to stand over. Notice
 will be given when applications may be sent in
 for leave to effect such connections.

As the steamer *Mayflower* was approaching
 Singapore on the morning of the 28th instant
 at 5.15 a.m., between Cannon and Pao
 islands, the structure of the Coral Reef in
 that vicinity. The cargo was immediately
 trimmed and at 10 o'clock, on the tide rising,
 she floated off, and proceeded on her way to port.
 No damage of any sort was done.—*Strait Times*.

It is the intention of the Hon. H. E. Woodhouse
 to hold a public inquiry to-morrow afternoon at
 2 o'clock at the Police Station, for the purpose
 of ascertaining the cause of the deaths of the
 two soldiers who were killed at Macgregor
 Bay. He also says some weeks ago, Mr.
 Woodhouse stated in the Police Court on Saturday
 that an informal inquiry had already been
 held into the matter, but all things considered
 he imagined that a more extensive inquiry would
 do harm.

At about 7 o'clock last night a fire started in
 house No. 21, Lyndhurst Terrace. The first floor
 is situated above a tailor's shop and is occupied
 by a Portuguese widow. The fire started in a
 back room, it is reported through a child up-
 setting a lamp. The fire had not done much
 damage to the house, but the furniture and
 mosquito curtains of two beds and the
 ceiling was also a blaze when P. S. Macdonald
 discovered the flames. He, with the assistance of
 Inspector Egan and several coolies living down-
 stairs, succeeded in extinguishing the fire. The
 damage done is estimated at \$200. The place
 is insured for \$1,200 in the Hongkong Fire
 Insurance Company.

It is notified in the *Gazette* that a question
 having arisen in a colony possessing a silver
 standard as to the amount of silver bringing an
 ounce of gold, the Government of Colonial Regu-
 lations 63 and 66, the Secretary of State has
 decided, without attempting to establish any
 arbitrary relation between gold and silver, to fix
 upon a salary not exceeding \$500 as bringing
 an ounce of gold. The Government of Colonial
 Regulations mentioned provide for the
 hours to be pursued in the dismissal of officers
 whose salary is over \$100 per annum and those
 whose salary is under that amount, also for the
 grading in the service of officers according to
 the number of years of service. The purpose being
 fixed upon as the equivalent of \$100.

Referring to the Parnell Committee's
Love Times says:—One word as to the Press
 in connection with the Special Committee. A
 claim is distinctly put forward by the Parnell
 Committee on the proceedings of the court with-
 out fear of incurring the penalties of contempt.
 The judges, we presume, will take absolutely no
 notice of anything of the kind, they are bound
 to do so. The Parnell Committee, however, in
 inquiring into the matter, are not bound to
 be influenced one way or the other. No harm
 consequently would be done by allowing every
 individual to take a public view of any question
 which is brought before the court, and a public
 inquiry into the matter would be a most
 judicious investigation. The assumption that
 its comments can assist the public to appreciate
 the evidence and to follow the issues involved in
 the case is characteristic of the new develop-
 ment in journalism. We are sorry to say that
 political party influences in the present day are
 so powerful that a certain section of the Press
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NOTICES TO CONSIGNEES.

NORDEUTSCHER LLOYD.

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FROM BREMEN AND PORTS OF CALL.

THE above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures, and Valuables, are being landed and stored at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will be landed here in Hongkong unless notice to the contrary be given before 11 A.M. TO-MORROW, the 29th inst. No claim will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 5th Dec., will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 12th inst., at 4 P.M.

All claims must reach us before the 18th inst., or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by MELCHERS & Co., Agents.

Hongkong, 28th November, 1888.

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

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THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from along the wharf at the Godowns.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents.

Hongkong, 26th November, 1888.

TO BE LET.

"SUNNYSIDE," No. 7, Bonham Road.

Apply to LINSTED & DAVIS.

Hongkong, 14th November, 1888.

TO BE LET.

A SMALL EUROPEAN HOUSE at Wan-chai and GODOWNS 500 and 51 and 52, PRAYA EAST.

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Apply to J. Y. V. VERNON.

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Hongkong, 8th November, 1888.

HONGKONG WHARF & GODOWNS.

Goods received at STOKES at Moderate Rates in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Also Extra GODOWNS to LET.

Apply to MEYER & Co.

Hongkong, 2nd July, 1887.

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A DELIGHTFULLY SITUATED and WELL FURNISHED HOUSE.

POSITION OF "BRASSFIELD ARCADE" - "HERBERT POINT" - "BISNIE VILLA" - "GODOWNS" at BOWLING.

Apply to SHARP & Co.

Hongkong, 9th June, 1888.

TO BE LET.

BUNGALOW, UNFURNISHED, TO BE LET from 1st October to 15th May next, at reduced rate.

Apply to EDWARD SCHREIBER & Co.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE "ORESTES."

Captain Hutcheon, will be despatched on above on WEDNESDAY, the 5th December. Passengers for Europe desiring to proceed Overland, can, on application to the undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express Boat) and thence to Paris or London.

Aligiers in 28 hours steam from Marseilles and thence to London occupies about the same time.

Butterfield & Swire, Agents.

Hongkong, 28th November, 1888.

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.

(Calling at SINGAPORE, JAVA, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, SYDNEY, NEW ZEALAND, &c.)

THE British Steamer

"PATHEA."

Captain Golding, will be despatched as above on or about the 5th proximo.

Attention is directed to this Steamer's comfortable Saloon and State Rooms, affording excellent accommodation for First Class Passengers.

Fare to Sydney or Melbourne \$150.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th November, 1888.

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, and BREMEN.)

THE Steamer

"BELLONA."

Captain C. Haslop, will be despatched for the above Ports on THURSDAY, the 6th December, at Four P.M.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, 27th November, 1888.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NINGWANG, TIENTSIN, HANKOW, and Ports on the Yangtze.)

THE Company's Steamer

"ANCHISES"

Captain Lapage, will be despatched as above on FRIDAY, the 7th December.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 29th November, 1888.

STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.

(Passing through the Inland Sea.)

THE P. & O. S. N. Co.'s Steamer

"VERONA."

will leave for the above places on SUNDAY, the 8th December, at DAYLIGHT.

E. L. WOODIN, Superintendent.

Hongkong, 27th November, 1888.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamer

"PESHAWUR."

will leave for the above place about 24 hours after her arrival with the outward English Mail.

E. L. WOODIN, Superintendent.

Hongkong, 1st December, 1888.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, RATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, ALEXANDRIA, AND PORTS OF BRAZIL AND LA PLATA.

LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON WEDNESDAY, the 12th December, at Noon, the Company's Steamer

"ANDRE," Commandant Delacour, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 11th Dec., 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are to be obtained on application.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

VESSELS ON THE BERTH.

NORDEUTSCHER LLOYD.

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Apply to EDWARD SCHREIBER & Co.

Hongkong, 2nd July, 1887.

VESSELS ADVERTISED AS LOADING.

FOR LONDON (DIRECT).

THE "WILLIAM MANSON."

H. Kindred, Master, will load here for the above Port, and will have a quick despatch.

For Freight, apply to PUSTAU & Co.

Hongkong, 24th November, 1888.

FOR LONDON (DIRECT).

THE "ARCADIA."

D. S. Eward, Master, will load here for the above Port, and will have a quick despatch.

For Freight, apply to PUSTAU & Co.

Hongkong, 15th November, 1888.

FOR SAN FRANCISCO.

THE "HONOLULU."

Captain Leary, will load here for the above Port, and will have a quick despatch.

For Freight, apply to MELCHERS & Co.

Hongkong, 5th October, 1888.

FOR SALE.

AT WHOLESALE PRICES.

SACON'S SHERRY, PORT, CLARET, BURGUNDY, FOCKS, CHAMPAGNE.

BRANDIES, WHISKIES, "EMPIRE" ALE & STOUT, MACHINERY, OILS, LUBRICATORS, SINGERS' SEWING MACHINES, COOKING STOVES, SCALERS, PATENT OILS, BICYCLES, BICYCLES AND TRICYCLES, JUVENILE VELOCIPEDS, HORSES AND TRICYCLES, BICYCLE WHEELS FOR JINRICKSHAS, PATENT OILS, MACHINERY, JET'S SANITARY COMPOUNDS.

Apply to W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 1st October, 1888.

FOR SALE.

CHAMPAGNE, 1880 WHITE SEAL, 825 per case of 12 dozen quarts.

PAUL DUBOIS & Co.'s

CLARET, GRAND VIN LOUVRE, 825 per case of 1 dozen quarts.

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